EXECUTIVE SUMMARY

1. INTRODUCTION AND BACKGROUND

This document constitutes a limited recirculation of the Draft Environmental Impact Report (EIR) for the Northeast San Jose Transmission Reinforcement Project proposed by Pacific Gas and Electric Company (PG&E Co.). The information contained in this document should be considered as supplemental to the Draft EIR issued in June 2000. This Supplemental Draft EIR was prepared to allow for public review of new alternatives, changes to alternatives considered in the Draft EIR, and discussion of other issues that resulted from comments on the Draft EIR. A 45-day comment period will follow release of this Supplemental Draft EIR; comments on the specific issues raised in this document will be accepted during that time. Responses to all comments submitted on the Draft EIR and responses to comments on this Supplemental Draft EIR will be presented in the Final EIR.

2. SUMMARY OF ENVIRONMENTAL ANALYSIS AND CONCLUSIONS

Figure ES-1 illustrates the alternatives considered in the June 2000 Draft EIR, and it also identifies (with circles) the areas where new or revised alternatives are considered in this Supplemental Draft EIR. Detailed maps and descriptions of each new or revised alternative are presented in Section C of this document.

The California Environmental Quality Act (CEQA) requires that an EIR present a conclusion regarding the "environmentally superior alternative." Based on the analysis contained in this Supplemental DEIR, some of the Draft EIR's conclusions regarding the environmentally superior alternative has been changed. Table ES-1 summarizes the issues considered in this Supplemental Draft EIR, and presents the conclusions of each individual analysis. Table ES-2 identifies the environmentally superior alternative for each project segment.

Figure ES-2 illustrates the environmentally superior alternative. For the transmission line portion of the project, the environmentally superior alternative would be created by connecting several alternative segments along the transmission line route. As illustrated in Figure ES-2 and in Table ES-2, there are two cases where two alternatives would have very similar overall impacts: in the central 230 kV route the I-880-B Alternative and the Underground Through Business Park Alternative are very similar, and the proposed substation site is very similar to the US DataPort Substation Alternative. In those cases, both alternatives are identified as environmentally superior, and the decision regarding which alternative to approve will be made by the CPUC.

Table ES-1 Summary of Issues and Conclusions from Supplemental Draft EIR

Alternatives and Issues	Summary Description of Alternative	Conclusions Presented in Supplemental DEIR
US DataPort Substation Alternative	• This substation site is immediately northwest of the proposed site, on land owned by the City of San Jose. Impacts are similar to those of PG&E Co.'s proposed Los Esteros Substation.	• The US DataPort Substation Alternative and the proposed Los Esteros Substation site are very similar. Both are environmentally superior to the Zanker Road and the Northern Receiving Station alternatives considered in the Draft EIR.
Northern Underground Alternative	• The overhead version of the I-880-A Alternative was evaluated in the Draft EIR. The underground alternative would start at the same tap to the Newark Metcalf 230 kV line, then follow Christy Street, cross the eastern edge of the Pacific Commons Preserve, then follow roadways (Northport Loop East, Cushing Parkway, and Fremont Boulevard) into the Bayside Business Park.	• This alternative is environmentally superior to the proposed route but the I-880-A Alternative (overhead) is superior to the Northern Underground Alternative.
Modified I-880-A Alternative	• This modification would re-align a portion of the I-880-A Alternative where it would connect with the proposed 230 kV route in the salt ponds north of the Bayside Business Park so it would more closely parallel an existing transmission corridor.	• The reroute was not found to offer substantial advantages over the original route of the I-880-A Alternative. A different route, defined in Mitigation Measure V-3, is recommended if the I-880-A Alternative is selected in combination with either the proposed route through the Bayside Business Park or the Underground Through Business Park Alternative.
Modification of I-880-B Alternative	• The modifications to this alternative would require moving the line a few hundred feet west in three locations to avoid land use conflicts.	• The modified I-880-B Alternative is preferred over the Draft EIR's I-880-B Alternative.
McCarthy Boulevard Alternative Segment	• This alternative segment would move approximately 1 mile of the proposed 230 kV route east into the City of Milpitas in order to avoid crossing a water bird pond and riparian mitigation area.	• This alternative segment is preferred over the original route.
Southern Underground Alternative	• The route of the underground alternative would be just west of Fremont Boulevard through the Fremont Airport property, overhead across Coyote Creek, then underground along the west side of McCarthy Boulevard and across Coyote Creek into the substation.	• This alternative would have significant and unmitigable geologic impacts (liquefaction and lateral spreading) due to its location near Coyote Creek. Therefore, the proposed route (with or without the McCarthy Boulevard Alternative segment), is environmentally superior to this alternative.
Impacts of PG&E Co.'s EMF Mitigation	• The visual impacts of PG&E Co.'s interim EMF mitigation could be significant if towers are raised by 30 to 55 feet. Mitigation is recommended to ensure that the final EMF mitigation plan incorporates input regarding visual impacts.	• n/a
Biological Resources Issues	• In response to comments on the Draft EIR, a new mitigation measure (B-8) is recommended for the Fremont Airport property. This measure recommends that, if the Underground Through Business Park Alternative is selected, the 0.8 mile segment through the Fremont Airport property also be installed underground to eliminate potential habitat loss and predation impacts on the endangered salt marsh harvest mouse. • Also in response to Draft EIR comments, the discussion of bird collision impacts has been expanded and a new mitigation measure (B-9) is recommended to reduce collision risk. However, the impact is still considered to be significant and unavoidable in several areas.	• n/a

Table ES-2 Environmentally Superior Project Components

Proposed Project / Alternatives	Environmentally Superior
230 kV Transmission Line	
Complete Routes: $ Proposed Route $ Westerly Route Alternative $ Westerly Upgrade Alternative	The Proposed Route is superior to the Westerly Route and Westerly Upgrade Alternatives. [Note: Several alternative segments are superior to segments of the proposed route as described below.]
Northern Routes: $ Proposed Route $ I-880-A Alternative $ Modified I-880-A Alternative $ Northern Underground Alternative	There is no significant difference between the I-880-A Alternative and the Modified I-880-A Alternative. The I-880-A Alternative is superior to the Northern Underground Alternative and to the proposed route. The Northern Underground Alternative is superior to the proposed route.
Central Routes: $ Proposed Route $ Modified I-880-B Alternative $ Underground Through Business Park	The Modified I-880-B Alternative and the Underground Through Business Park Alternative have comparable impacts and are considered to be similar. Both are environmentally superior to the proposed route's central portion.
Southern Routes: $ Proposed Route $ McCarthy Boulevard Alternative $ Southern Underground Alternative	The Proposed Route with McCarthy Boulevard Alternative Segment is superior to the proposed route and to the Southern Underground Alternative.
230 kV Substation	
$ Proposed Los Esteros Substation $ US DataPort Substation Alternative $ Zanker Road Alternative Substation $ Northern Receiving Station Substation Alternative	Proposed Los Esteros Substation and US DataPort Substation Alternative have comparable impacts and are considered to be equal in the comparison of alternatives.
Trimble-Montague 115kv Upgrade	
$ Proposed Trimble-Montague Upgrade $ Underground Trimble-Montague Alternative $ Barber Lane Alternative	Proposed Trimble-Montague Upgrade is environmentally superior to the underground and Barber Lane alternatives.